



## Cape Fear Crossing Project (STIP No. U-4738)

NCDOT

c/o AECOM

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### Additional Information

**Project Website**  
**Sitio Web del Proyecto**  
[www.ncdot.gov/projects/cape-fear-crossing](http://www.ncdot.gov/projects/cape-fear-crossing)

**Project Hotline**  
**Linea Gratuita del Proyecto**  
1.800.233.6315 (English/Español)

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# Cape Fear Crossing Project

State Transportation Improvement Program (STIP)  
Project No. U-4738

**Brunswick County**  
**New Hanover County**

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### What is the Project?

A roadway project from U.S. 17 and I-140 in Brunswick County to U.S. 421 in southern New Hanover County, including a new crossing of the Cape Fear River, involving either improvements to existing roads or improvements to existing roads in combination with a new location roadway, depending on the alternative selected.

### What is the Project's Purpose?

To improve traffic flow and enhance freight movements beginning in the vicinity of U.S. 17 and I-140 in Brunswick County across the Cape Fear River to U.S. 421 near the Port of Wilmington in southern New Hanover County.

### Why is the Project Needed?

This project is needed to address:

- Traffic Capacity Deficiencies
- North Carolina Port Access

**Project Assistance Hotline**  
**1.800.233.6315**

## Project Updates

The Cape Fear Crossing project is being developed following the National Environmental Policy Act (NEPA)/Section 404 Merger Process, which is established to streamline project development and permitting. By following this process, local, state, and federal agency representatives (i.e. the "Merger Team") meet to discuss the project and make decisions at major milestones during project development. The purpose of this is to allow for collaborative decision-making in order to avoid, minimize, or mitigate for impacts to the human and natural environment, while meeting the safety and mobility needs of the traveling public.

The Merger Team met in August 2017 to discuss eliminating several alternatives due to residential and business relocations, impacts to historic resources, and impacts to natural resources. The Merger Team concurred to eliminate Alternatives F, P, C, G, J, and V-F. The remaining alternatives for study, Alternatives B, M Avoidance, N Avoidance, Q, T, and V-AW, are shown on page 2 and described in detail on page 3.

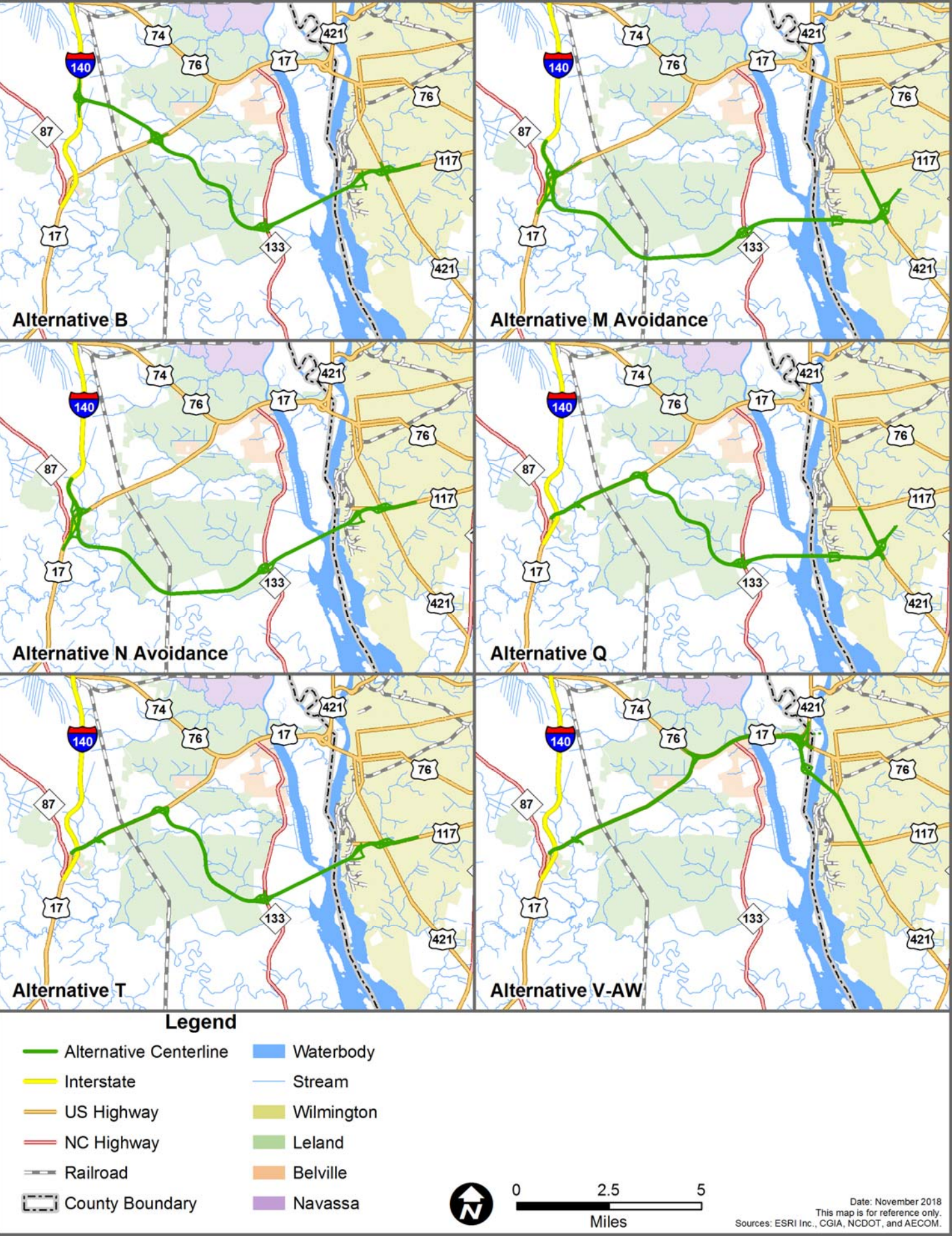
## What's Next?

A Draft Environmental Impact Statement (DEIS) is being prepared for the Cape Fear Crossing project. NEPA requires federal and state agencies to prepare environmental impact statements (EIS) for major federal actions that significantly affect the quality of the human environment. An EIS is a full disclosure document that details the process through which a transportation project was developed, includes consideration of a range of reasonable alternatives, analyzes the potential impacts resulting from the alternatives, and demonstrates compliance with other applicable environmental laws and executive orders. The DEIS will be made public when published, which is anticipated for early winter 2019. A public hearing will be held in spring 2019 to gather public input on the corridor designs presented in the DEIS. After the public hearings, the next step in the planning process will be to review and summarize the comments received on the DEIS and choose the Preferred Alternative. Your comments and recommendations will be part of the public record and will be considered when choosing the Preferred Alternative.

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Alternatives Map



Remaining Alternatives

The six remaining detailed study alternatives are shown in the maps on page 2. Descriptions of each alternative are below. All alternatives will include a new bridge crossing of the Cape Fear River. Upgrades to U.S. 421 from Independence Boulevard to Shipyard Boulevard are proposed as a six-lane arterial widening typical section.

**Alternative B:** This alternative begins at I-140 and crosses U.S. 17, travels between the Brunswick Forest and Mallory Creek developments, and crosses the Cape Fear River to end at Shipyard Boulevard. Alternative B is approximately 9.8 miles long and is proposed as a four-lane divided freeway for its entirety, meaning access will be controlled and no private driveways will be allowed to connect directly to the new roadway. Interchanges are located at I-140, U.S. 17, N.C. 133, and U.S. 421.

**Alternatives M Avoidance and N Avoidance:** These alternatives begin at the I-140/U.S. 17 interchange and travel south of Brunswick Forest, then cross the Cape Fear River to end at U.S. 421. Alternative M Avoidance is approximately 11.3 miles long and includes an interchange at Independence Boulevard and U.S. 421, and upgrades U.S. 421 north to Shipyard Boulevard. Alternative N Avoidance is approximately 9.9 miles long and includes an interchange at Shipyard Boulevard and U.S. 421. Both alternatives are proposed as a four-lane divided freeway for the entirety of the alternative, meaning access will be controlled and no private driveways will be allowed to connect directly to the new roadway. Interchanges are located at I-140/U.S. 17, N.C. 133, and U.S. 421.

**Alternative Q:** This alternative begins at the I-140/U.S. 17 interchange, upgrades existing U.S. 17 for approximately 2 miles, then continues on new location between the Brunswick Forest and Mallory Creek developments, crosses the Cape Fear River to connect at Independence Boulevard, and upgrades U.S. 421 from Independence Boulevard to Shipyard Boulevard, where it ends. Alternative Q is approximately 11.4 miles long and is proposed as a six-lane arterial widening typical section on U.S. 17 and a four-lane freeway typical section on new location. Interchanges are located at U.S. 17, NC 133, and U.S. 421.

**Alternative T:** This alternative begins at the I-140/U.S. 17 interchange, upgrading existing U.S. 17 for approximately 2 miles, then continues on new location parallel to Wire Road and crosses the Cape Fear River to end at Shipyard Boulevard. Alternative T is approximately 10 miles long and is proposed as a six-lane arterial widening typical section on U.S. 17 and a four-lane freeway typical section on new location. Interchanges are located at U.S. 17, N.C. 133, and U.S. 421.

**Alternative V-AW:** This alternative begins at the I-140/U.S. 17 interchange, upgrading U.S. 17 to the U.S. 17/U.S. 421 interchange, then travels south along Eagle Island on new location, and crosses the Cape Fear River to end at U.S. 421 and Shipyard Boulevard. Alternative V-AW is approximately 20.2 miles long and is proposed as a six-lane arterial widening typical section on U.S. 17 and a four-lane freeway typical section on new location. Interchanges are located at U.S. 74/76/17, Battleship Road, and U.S. 421.

Project Timeline

